

November 21, 2008

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAY DESIGN**

**CONFERENCE REPORT**

**PROJECT:** New Boston  
Town Center CSS

**DATE OF CONFERENCE:** November 19, 2008

**LOCATION OF CONFERENCE:** New Boston Community Church

<b>ATTENDEES:</b>	<b>NHDOT</b> Craig Green	<b>SNHPC</b> Tim White
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**SUBJECT:** Public Informational Meeting

**NOTES ON CONFERENCE:**

Tim White of SNHPC opened the meeting with introductions of the representatives from the NHDOT (Craig Green) and SNHPC (Mary Schmidt).

Tim White reviewed the background of the project. The process started about a year ago. The NHDOT approached SNHPC for potential towns to use a Context Sensitive Solutions process to address a community project. New Boston town center was mentioned as a potential project. New Boston agreed to take on the project. NHDOT agreed to provide technical expertise and SNHPC agreed to facilitate the process. A kick-off meeting was held in September 2007 and a series of working group meetings followed. The working group identified problem areas and potential solutions.

Tim reviewed the Context Sensitive Solution (CSS) process with the group, and noted that at the last Working Group meeting that it had been decided instead of going through a screening evaluation of the alternatives (to decide on a preferred alternative) that this public informational meeting would be held to gather input from the public on the alternatives. After the public informational meeting, the Working Group would meet again to go through the screening process of the alternatives and decide on a preferred alternative. Input from tonight's meeting would be weighed in. Tim noted that the final working group meeting would likely be after the New Year.

Tim explained that there was no funding to construct any improvements and that the purpose of this process was to identify an alternative(s) that could be implemented if funding were to

become available. The process was also intended to identify low cost improvements that addressed the “Problem Statement” that could be instituted with Town/private resources.

Craig Green discussed the features of New Boston and mentioned how one of the main comments received at the Placemaking Exercise was to retain the rural character of the village. He listed some short term improvements suggested by the Working Group members that were felt could be implemented inexpensively. The following low cost improvements were presented:

### **Intersection of NH 13/Old Coach Rd./Clark Hill Rd./NH 77**

Alternatives at these locations generally addressed the safety issues of sight distance and wrong way movement. They included:

- Clearing brush at the NH 13/Old Coach Rd. intersection to improve sight distance looking south (right) from Old Coach Rd. Another option was to install a mirror at the intersection to improve sight to traffic approaching on NH 13 from the south.
- Move the plantings and monument in the triangular island to improve sight distance.
- Provide “No Entry” signs at the southerly bank drive to eliminate wrong way movements.

### **NH 13 Bridge over Piscataquog River**

- Install illuminated pedestrian crosswalks at each end of the bridge.
- Improve parking in the area of the NH 13/Mill St. intersection or possibly installing parking signs to direct travelers to parking areas in the village.

### **Intersection of NH 13/Meetinghouse Hill Rd.**

- At this location the suggestion was to improve the facilities at the Town common, which would include providing benches and trash cans.

### **Meetinghouse Hill Rd.**

- Provide a crosswalk from the fire station to the town hall.
- Improve the parking at the town hall.

Craig Green then discussed the following alternatives for long-term solutions suggested by the Working Group members:

### **Intersection of NH 13/ NH 77**

In this location the alternatives being suggested include variations of creating more of a “T” type intersection. These alternatives would impact the existing island, which includes a monument and shrubbery.

- Craig explained how the intersection radii could be increased to allow trucks to stay in their own lane.

- The sidewalks were shown separated from the roadway, which left a green space for landscaping if the town wanted to provide and maintain a landscaped area and that it could act as the gate way to the village area.
- The wide-open paved area at Maple St. was shown as being reduced, which helped to reduce the length of the crosswalk across Maple St.
- One concept showed a separate left turn lane on NH 13 to allow through and right turning traffic to by-pass left turning traffic.
- Another concept aligned NH 13 opposite Clark Hill Rd. and included a crosswalk between Maple St. and the bank.
- Another concept suggested by a Working Group member was one-way movement around the island. Craig noted there was enough room for large trucks to make the movements if the island was reduced in size and it would allow the monument and plantings to remain.

### **Central Square**

- The suggested alternatives were to create more of a “T” type intersection to improve the sight distance and improve the geometry at the intersection. Revisions included a wider opening for truck deliveries for Dodge’s Store, as well as access to the dumpster, and room for snow removal. Again the Working Group asked that adequate width for trucks making a southbound right turn next to Dodge’s store be provided for.
- Crosswalks were shown across NH 13 and Meetinghouse Hill Rd.
- Two alternatives were shown for parking in front of the church which included providing two designated parking spots or providing for the a widened shoulder in front of the church for short-term parking.

The public concerns and comments are listed below.

### **Concerns and Comments Addressed:**

- Need for more than two parking spaces in the front of the church for fire trucks, funerals, weddings, etc.
- A concern was raised about placing the parking spaces in the front of the church are illegal with the crosswalk in place.
- Some felt strongly about keeping the island intact and asked if it could either be made smaller or recessed to eliminate sight issues.
- Others felt that the green spaces added with the ‘T’ type intersection would provide space for monuments and benches.
- An issue was raised that the ‘T’ type intersection would require a steeper grade coming from the bridge and would cause more accidents especially in icy conditions.
- Many felt a crosswalk from the library to the flower shop should be implemented.
- Some felt there was a need for more enforcement and not costly improvements, feeling that drivers will still speed regardless of the improvements.
- There was some debate between lining up the ‘T’ type intersection with Clark Hill Road versus an offset between the intersections. Some felt the offset would slow traffic; others felt it would increase traffic back-ups.

- It was mentioned that the blinking light does not work, and felt a signal should be put into place.
  - Some people felt there is a relatively low percentage of accidents given the amount of traffic, and questioned why there was a need to spend a lot of money on these solutions.
  - One person questioned if these solutions would last with the increasing growth in town. They felt it would be a mistake to implement the 'T' type intersection if it would need to be replaced in the near future..
  - There was a suggestion by a couple people that a bypass was of the Town should be considered.
  - It was also suggested that a sidewalk should be provided on the northerly of the bridge.
- **Closing** – Tim White closed meeting and thanked all who attended for their input.
  - **Adjournment** – Meeting adjourned at 8:45 PM.

Submitted by

Craig A. Green, PE  
Administrator, Highway Design

cc. Bill Cass  
Mike Dugas  
Tim White, SNHPC

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**IN ATTENDANCE:**

Lyn Lombard – PLC

William Morrissey – FTRS

Ben Clayman – WFL

Randy Parker – New Boston

Diane Sawyer – New Boston

Susan Woodward – New Boston

Sandi Van Scoyoc – FTRS

Gail Parker – FTRS

Burton Reynolds – New Boston Town Administrator

Wayne Daniels – New Boston

David Woodbury – New Boston Selectman

Shellie Yarnell – New Boston

Andrew Schwartz – New Boston

Roger Gagnon – New Boston

Howard Towne – New Boston

Tim White – SNHPC

Mary Schmidt - SNHPC

Craig Green – NHDOT

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